THE BRITISH COLUMBIAN.

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POETRY.

A SIMILE.

BY Z. Z.

Deep in the shade a little brook
Goes rippling on its way;
A fair-haired child in a mossy nook
Is close by its side at play.

A little fleet of acorn cups
She launches on the tide,
And claps her hand in childish glee,
As swiftly on they glide.

A little way, and mossy stones
The babbling brook divide;
Those tiny barks unconscious sail
Without a hand to guide.

They strike the rocks—rebound—and then,
All trembling from the shock,
Some slowly glide adown the stream,
Some sink beside the rock!

Just so our plans are mimic barks
Upon life's stormy sea,
And all who 'scape the treacherous rocks
Are help'd, O God, by Thee.

SONG.

Now the purple day is dying,
Soft the zephyrs sweetly sighing,
While the last red rays are straying,
Now with bird and blossom playing,
Oh, tell me why this makes me sad,
When all around is cheerful glad?

Looking out I try to hearken,
While the fields about me darken,
For a voice that never grieved me,
For a face I may notsee,
This is why it makes me sad,
When all around is cheerful, glad.

MAJOR DOWNIE AND THE COAST ROUTE.

To the Editor of the Press.

SIR:—As I am frequently applied to for information regarding the probability of a route being opened from the coast of British Columbia to the Fraser, a few remarks on the subject may not be out of place from one who does not by hearsays or second-hand speculative reports. In doing so I will confine himself to a simple statement of facts. I owe to the British Columbians to disabuse their minds of the absurd, not to say criminal, reports that are circulated from time to time in the community—to the great injury of improvements now going on in the interior of that Colony.

In the summer of 1858, I accompanied Mr. McKay up the Fraser, by the way of Port Douglas to the Lillooet Lake; crossing the lake we struck a trail along the north west branch of the Lillooet; following this about eight miles we crossed the stream, when our course by about south; in five days we came down to the Quamish Indian village on the river, at the head of Howe's Sound. As a description of this route is unnecessary here, I will only state that a road is practicable from Howe's Sound to the Lillooet Lake—at a great outlay of money—but can never be so good as the Douglas route.

The next is Jervis Inlet, 30 miles west of Howe's Sound; this Inlet runs inland 60 miles about northeast, and looks favorably for a pass in the mountains. Finding Bridge river Indians here, we started on the trail from the head of the Inlets, after two days hard traveling we found ourselves in a canon, and I have never seen anything like it before—perpendicular bald mountains on either side. I should say 2500 feet, glaciers on top of us, which effectually blocked us from going further. The Indians, upon being questioned about how we were to get over the glacier, told us we would have to pull each other up with ropes, and when we got up there it was good traveling. This we thought was a slim show for a wagon road, or I should rather say a bridle road. That night the rain fell in torrents, the waters rushed down the fearful chasms on the mountain side, sweeping our blankets and flour into the stream; we thought it was rather squally time, as we pick'd our traps from the water and stood shivering in the breakers until morning. Some of the boys coggled down about a wagon road from the head of Jervis Inlet to the Fraser that time.

My next trip March, 1859, was to Desolation Sound, west of Jervis Inlet 30 miles; this time I was all alone with the Indians, in a canoe; I went up Tobias Inlet to the head, followed the river up some distance; the land is low, sandy, and overflowed. Canoes cannot go over 4 or 5 miles up from the head of the Inlet. The mountains rise higher after you leave the Inlet, especially on the Bute Inlet side; a low ridge can be crossed here to the head of Jervis Inlet on an Indian trail, but on the other side—that is Bute Inlet—nothing can cross except bears and goats. From what information I could gain from the Indians respecting the trail to Bridge river, it would take one month to go to a group of lakes and swamps, from where the southwest branch of Bridge river takes its rise; seeing I could effect but little here towards a wagon road, I cut my name on a tree, jumped into the canoe and headed down stream. Fine quartz and slate in this Inlet, with indications of copper. Bears, I am certain, are up here in abundance, as they came tearing down the mountain side to d—n us, which had the desired effect of making the Indians paddle a little faster than they would have done.

The next Inlet is Bute Inlet, lying 15 miles west of Tobias Inlet. I did not go to the head of this Inlet, as there were no interior Indians here. Two large rivers put into the head of the Inlet, where the Euclitus tribe from Cape Mudge go up to make grease from small fish. Had there been any possibility of the interior Indians coming down by the head of Bute Inlet they would have found it, as they will travel over the glaciers to the coast for grease, which I will show before I finish this article.

Bute Inlet is bounded by glaciers and lofty mountains—what I call spurs from the Cascade range—these spurs almost invariably run southward, with occasional breaks or gorges the nearer you approach the main range. I presume it is unnecessary to state that all ranges have but one course, and that is about north by west-half-west, and south by east-half-east, so that you will see when you are at the head of any of these Inlets you have still the main range to contend with. I give it as my opinion that none of us will ever see a wagon road from Bute Inlet to the Fraser.

The next Inlet is Loborough, about 20 miles west of Bute, and is similar to it, being bounded by just about the same size mountains, and a few more glaciers. The Indians are here from the surrounding tribes, fishing during the summer months; but none of them winter up the Inlet. No interior Indians here, and I think the chances are small for a wagon road to the Fraser from Loborough Inlet.

The next Inlet of any importance is Knight's Inlet. This inlet runs well east, and the land is open at the head, as far as the eye can reach. The interior Indians come down here for grease. When being questioned how far it was to their land, they say it takes them one month and a half to go. They know nothing of Fraser river or the gold land. I mention this from the fact that west of this the Indians know about the gold mines. Why, when I was on Babine Lake, the Indians told me all about the diggings, and how they got a pair of pants for a salmon. I concluded that those Indians must live in the valley east of the range, and a considerable distance west of Fraser river; we have been up here twice, and cannot find out anything satisfactory for a wagon road.

I will now pass on to Bellacoola, and as Messrs. Harrison and Galoupe put one month's hard labor in the North Bentick Arm, and failed to get to the Fraser, these gentlemen must know more about it than I do, so I will pass on to Dean's Canal. Here the Indians come down to trade from New Caledonia once a year. They left this place last month to go home on snow-shoes, and will return again this summer for the purpose of trading with the Labouchere. They will then stay over winter, and return again in March. No Chilcooten Indians come down here; about one thousand acres of land are bought, I understand, by the knowing ones in Victoria, at the head of Dean's Canal, to be in time for a town site. All I have got to say is, I wish them luck of their speck. I think it is likely before summer is over, that they will be getting up a petition to His Excellency the Governor, to get their money back, and if he don't deliver it up, call him a hard hearted man. For my part I would just as soon think about locating a piece of Mount Baker for town lots, as the head of any of the Inlets I have yet seen on the coast.

As Mr. Tevallott has stated that he went on horseback to the coast in seven days, I think it a duty incumbent on me, as a prospecter and miner, to deny the assertion emphatically, and at the same time to express my unqualified disapprobation of any such means being used to deceive the people. I can prove by an acquaintance of mine, who was with the gentleman, that when they were three days from Fort Alexander, and near to Chilcooten Lake, they met a party who had been at the lake, and they turned back with them, and the gentleman in question was not at Chilcooten Lake. I beg pardon for this digression, but as I came along to the point where he said he came to the sea, I could not stand it any longer, and I am prepared to prove what I have said; but let me return. I will leave Dean's Canal for Ritloop's. On the map this runs a great distance inland, until it is nearly connected with Chilcooten river, running into the Fraser. This river has been pointed out to me several times by individuals who thought, on looking on the map, that it was navigable. I can state that it is no such thing as navigable, and it is one of the hardest rivers on the coast, nothing but a rocky rapider and very dangerous to ascend. The Indians along this river, in the fishing season, are perched upon the rocks spearing salmon; the New Caledonia Indians cross this stream in coming down Dean's Canal; wagon road doubtful.

The next is Kitlamat. The Indians come down here from the Fort Fraser country for grease. They describe the country as level when they get over the mountains.

The next is Kitimaat, a large river coming in here from an open valley, stretching far away towards the Skina; and the Indians can go from here to the Skinas in four days.

The next is the Skina itself. I went from the seaboard to Fort George up this river. The distance is 500 miles, but as Mr. Waddington has kindly noticed this route in his letter to the *Colonist* last week, without giving me the credit, I take it my duty to help relieve him of the trouble of describing the route. Don't take some of my laurels! My dear sir, he was great cheap in *elevation and cold*. I can spare some of them to the cheap, seeing I am the only man in Victoria who has crossed from the seaboard to the Fraser, with the exception of the two men who went with me.

The next is the Nass. We went up this river about one hundred miles, prospecting for gold. Found a little, but nothing that would pay. I give it as my opinion that from Washington Territory up to the Russian territory, on the coast of British Columbia, there are no placer diggings that will pay over two dollars a day to the man. The baser metals will, I have no doubt, be a source of wealth to the colony along the coast.

Now, Mr. Editor, I have done with wagon roads for the present, on the coast of British Columbia, and I do think it would look full as well for the Victorians to try their hands on roads nearer home—Esquimalt road, for instance—it would be more to their credit, and let British Columbia fight her own battles. I have no fears for British Columbia. The iron wills and stout hearts of California will make that a country yet, by developing its resources and raising produce to supply themselves, while—award Victoria the country remains a wilderness.

WILLIAM DOWNIE.

Victoria, April 13th, 1861.

MONUMENT TO SIR JOHN FRANKLIN.—Mr. Noble has recived a commission from Government to execute the national monument in memory of the late Sir John Franklin, for which £10,000 has been granted by Parliament. The monument will be pla[illegible] Trafalgar square.

THE weather has been very severe during the past week. The river is filled with ice as far up as the Port Huron wharf; the rapids are still open, however, and the Sarnia continues to cross, as usual, landing her passengers at this side on the ice. Sleighing is excellent; in fact, never was better in this region.—*Sarnia Observer.*

LARGE CITIES.—There are fifty-seven cities in the world which contain each from 100,000 to 200,000 inhabitants, twenty-three from 200,000 to 500,000, and twelve which contain above 500,000.

AMERICANS IN EUROPE.—It is estimated that there are 30,000 Americans in Europe, and that they spend among them a sum of $150,000,000 per annum.

WE have a striking evidence of the growing wealth of Great Britain in the fact that the present rate of taxation, £4 3s. 4d. per cent., yields within a small fraction the same amount that was received in 1813 from the celebrated war tax of £10 per cent. The public income was £76,754,000 in 1813, and £72,000,000 in 1860.

The largest modern deer forest in Scotland is that of the Duke of Athol, which extends to 100,000 acres. The next is the forest of Earquharson of Invercauld, but which is partly under sheep and deer, altogether about 130,000 Scotch acres. Next to which ranks Lord Fife's forest of Mar, about 60,000 acres. There are a number of other deer forests of much smaller extent, but the ground under deer is much less than one hundred years ago.

A rather bold scheme has lately been originated in England. The project is no less than that of replacing the nine thousand tons of coal now consumed daily in London, by gas, which is to be made at the coal fields, and conveyed in an enormous main three hundred miles to the great metropolis. The practicability and advantages of using gas for cooking and other domestic purposes are now fully established.

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Board $7.00 per week—Board and Lodging $10.00 per week.—Single Meals 50 cents.

Parties furnishing their own beds—Board and Lodging $8.50 per week.

Single or double rooms to let at from $5.00 to $12.50 per month. fe21-1y

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For the cure of Dyspepsia, Indigestion, Constipation Loss of Appetite, or any Bilious Complaints arising from a morbid action of the Stomach or Bowels.

All of these diseases you will soon be relieved of, by use of these Bitters, as per directions on the Bottles. This great anti-dyspeptic is the result of profound and elaborate study of one of the most celebrated physicians of the present century, in the accomplishment of which he has spent both time and money. We do not hesitate to affirm that where Dr. Rosenbaum's Stomach Bitters are used, a case of Fever and Ague cannot occur. Its has been analyzed by the most scientific chemists in the Medical Faculty, and is now prescribed by nine-tenths of the Physicians of the land. Try them—test them—on your constitution, and go your way rejoicing.

Are you dyspeptic?—take these Stomach Bitters.

Are you bilious?—try one of these bottles and be relieved at once.

Are you annoyed by indigestion or constipation?—remove the cause by a free use of the Bitters.

Have you fever and ague?—cure and prevent this destroying disease by the free use of these Bitters.

The superiority of these Bitters has induced many to put up a spurious article. To prevent deception in future, each cork will be branded, "N. B. JACOBS & Co." And the labels will bear our own signature, without which, none are genuine.

CAUTION.—Consumers of Rosenbaum's Bitters are cautioned against the many counterfeits now afloat in the market, and especially against a cheap and worthless article called Rosenshi's Bitters, put up in this city by Messrs. Turner Bro's, with the avowed intention of preying on the well-earned reputation of Rosenbaum's Bitters, as a remedial agent in all cases of Dyspepsia and similar diseases. The genuine Rosenbaum has our name branded on each cork, and our signature on each label.

N. B. JACOBS & Co., Proprietors
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ASTONISHING REMEDY!
HOLLOWAY'S OINTMENT.

It Expels Disease!

It is said that all productions of human skill have their day, and are superseded by new inventions or discoveries. Not so with this remedy. "It is not fora day, but for all time, and in all countries." And Why? Because it strikes at the generic root of all diseases in the blood, and medical art can accomplish nothing beyond that. The Ointment, penetrating through flesh and fibre, like water through a porous substance, reaches the germ or disease such as scrofula, erysipelas, cancer, tumor, and all eruptive and ulcerous discharges in the circulation, and eradicates the taint at once and forever in this climate.

Bad Legs.

This Ointment will cure any case of Bad Leg even if of twenty years standing, or however hard or discolored the flesh may be, or if swollen the size of a person's body, provided the Ointment is well rubbed into the whole of the parts affected twice a day in large quantities, and the parts kept covered with linen rags thickly spread with the Ointment; from this mode of treatment, a plentiful discharge of unhealthy humor will follow, until the wounds are all healed on the leg, or other parts assume their natural appearance.

Old Wounds, Sores, and Ulcers.

The most inveterate cases of bad legs, scrofulous, or other sores, are cured, if of 20 years standing, by the joint use of the Ointment and Pills. The effect of this unrivalled remedy upon virulent ulcers and sores, is almost miraculous. It first discharges the poison which produces suppuration and proud flesh, and thus the cures which its healing properties afterwards complete, are safe as well as permanent. It has a wonderful effect in the cure of sores occasioned by mosquetos, sandflies, or piggers.

Piles.

This Ointment will cure the worst cases of Piles if used according to the printed directions even if of 20 years standing.

Eruptions on the Skin.

Blotches, pimples, dry eruptions, and all irritations of the skin, fade and disappear after a few applications of Holloway's Ointment. In these cases brisk friction is indispensable. Many of the ordinary eruptions are caused by suppressed perspiration, and as this penetrating unguent at once opens the pores, and invigorates the absorbents, it dissipates the inflammation by a double process. Ladies whose faces, or arms are disfigured by cutaneous diseases, may readily remove the blemish and restore to the skin its natural tint, flexibility, and softness, by the use of this safe but powerful counter-irritant.

King's Evil, Fever Sores.

In cases of King's Evil where medicinal waters, lotions, and every recipe of pharmacopœia have proved useless, the Ointment will accomplish a thorough cure. Fever sores heal quickly under its influence, and its relaxing effect upon contracted sinews is truly wonderful.

Rheumatism, Scrofula, Erysipelas.

These are among the most terrible and agonizing diseases, yet in their worst forms, and when seemingly incurable, they invariably disappear under a persevering application of this soothing, healing antidote to pain and inflammation.

Both the Ointment and Pills should be used in the following cases:—

Bad Legs.	Contracted and Stiff Joints.	Scalds.
Bad Breasts.	Elephantiasis.	Sore Nipples.
Burns.	Fistulas.	Sore-throats.
Bunions.	Gout.	Skin-diseases.
Bite of Mosquetoes and Sand-Flies.	Glandular Swellings.	Scurvy.
Coco-bay.	Lumbago.	Sore-heads.
Chiego-foot.	Piles.	Tumors.
Corns (soft).	Rheumatism.	Ulcers.
Cancers.		Wounds.
		Yaws.

Sold at the establishment of PROFESSOR HOLLOWAY 244, Strand, (near Temple Bar) London; and by all respectable Druggists and Dealers in Medicines throughout the civilized world.

There is a considerable saving by taking the larger sizes.

N. B.—Directions for the guidance of patients in every disorder are affixed to each Pot.

CURTIS & MOORE, Agents,
Yates-street, Victoria, V. I.

MUNICIPAL NOTICE.

Notice is hereby given to all absentee or non-resident holders of lots in this city, that unless they clear all logs, brush, or other inflammable matter from their lots, on or before the first day of May next, proceedings will be taken against such parties according to law.

By order of the Municipal Council.
VALENTINE HALL,
New Westminster, Feb. 25th, 1861. Town Clerk.

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Agent in British Columbia, Mr. W. Winnard, Langley.
March 21, 1860. 3m

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From the long experience we have had, and the superior tools and machinery, and the very large collection of patterns at our command, we feel confident that our facilities for turning out the best style of work, with dispatch, and at lowest rates, are not surpassed on the Pacific coast.

Russia Iron Screens for Quartz Mills, made at short notice. Orders for all kinds of work will receive prompt attention.

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Traders, dealers, and Proprietors of Bars, are invited to call and examine my stock, where they will find a most complete and full assortment of everythin comprised in the Liquor line, and at the lowest prices.

SUPERIOR CALIFORNIA WINE,

a very choice, light, and pure wine for family use, in cases and packages. Its purity can be depended upon, and is worthy the attention of all connoisseurs.
jc20-1m

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Subscriptions received at the office of the "British Columbian," New Westminster, British Columbia. m2-1y

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Auckland, N. Z., Nov. 19, 1858.

* * A lady to whom I gave some of your invaluable Cough Lozenges, and likewise several members of her family, who were troubled with severe coughs and colds, (especially the youngest child, who had a hard croupy cough) have experienced great relief, and speak of them in the highest terms. One of my children, too, who was troubled in a like manner, has taken them with the greatest advantage. On account of their pleasant taste, children will readily take them, when they will not take other medicines. I may add that the lady above referred to, informed me that she had frequently purchased them, when residing in India, of Messrs. Treacher & Co., Bombay."

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N. B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the government stamp of each box, without which none are genuine.

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HOLLOWAY'S PILLS.

Why are Diseases so Fatal in Tropical Climates?

Merely because we prescribe for their effect, instead of their cause, and try to relieve symptoms instead of striking at their root. The action of these Pills is precisely the reverse. They expel from the secretive organs and the circulation the morbid matter which produces inflammation, pain, fever, debility, and physical decay; and the basis of disease being removed, its manifestations vanish. While ordinary remedies only afford a temporary respite to the sufferer, whereas these Pills annihilate the disorder.

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Frequently arises from nervous disorders affecting the action of the heart and deranging the whole animal economy; these fine Pills will restore the nervous system however deranged, and bring back health and spirits when all other medicine has failed.

Bilious and Liver Complaints.

Frequently lead to the worst phases of human suffering, yet how many in the East and West Indies, and most of our Foreign Possessions, are thus afflicted, unknowing the means of cure placed within their grasp; such should take a few boxes of these Pills according to the directions given in the books, and their ailments will quickly leave them.

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This is a most disastrous period in woman's history it destroys thousands, the whole of the gross humors collect together, and like a tide sweep away health and life itself, if not timely and powerfully checked. The most certain remedy for all these dangerous symptoms is Holloway's Pills. Armed with this great antidote, the fiery ordeal is passed through, and the sufferer is once more restored to the possession of unimpaired health. These Pills are equally efficacious in all female complaints, and obstructions at the dawn of womanhood.

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These are complaints of the million, particularly to those in warm latitudes; few escape them; and, if neglected, they lead to innumerable dangerous maladies But why neglect them when Holloway's Pills will eradicate them as certainly as water extinguishes fire? They relieve the bowels, purify the fluids, and invigorate the system and the constitution at the same time. They are admitted by virtue of special decrees into the dominions of despotism, and thus have become a great household remedy.

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These famous Pills should be taken once or twice a week by all classes in this part of the world, by which means, none need fear the attacks of these direful scourges.

A Word to Females.

The local debility and irregularities which are the special annoyance of the weaker sex, and which, when neglected, always shortens life, are relieved for the time being and prevented for the time to come, by a course of this mild but thorough alterative.

Holloway's Pills are the best remedy known in the world for the following diseases:—

Bilious Complaints	Erysipelas	Stone and Gravel
Blotches on the skin	Female Irregularities	Liver Complaints
Bowel Complaints	Fevers of all kinds	Lumbago
Colics	Fits	Piles
Constipation of the Bowels	Gout	Retention of Urine
Consumption	Head-ache	Scrofula, or King's Evil
Debility	Indigestion	Sore Throats
Dropsy	Inflammation	Secondary Sympt
Dysentery	Tumours	Tic Douloureux
Venereal Affections	Worms of all kinds	Ulcers
		Weakness, from whatever cause, &c., &c.

Sold at the establishment of PROFESSOR HOLLOWAY 244, Strand, (near Temple Bar) London, also by all respectable Druggists and Dealers in medicines throughout the civilized world.

There is a considerable saving by taking the larger sizes.

N. B.—Directions for the guidance of patients in every disorder are affixed to each box.

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And now Occupying the Largest Salesroom in San Francisco.
Strangers visiting the city will find this one of the
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And the Only Clothing Mart at Atlantic Prices.
ITS CUSTOMERS, San Diago to Shasta,
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THE above Saloon has been re-opened by P. Menetta, who respectfully solicits a share of the public patronage. The best wines and liqueurs are constantly kept, and the Billiard tables of the saloon are unsurpassed anywhere. no24 3-m

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THE UNDERSIGNED having fitted up this saloon in a neat and comfortable manner, now offer to their friends and the public in general the choicest wines, liquors, and cigars.

Oysters in every style, prepared by an experienced hand.
feb13-tc OLIVER & BAILEY.

THE BRITISH COLUMBIAN.

This journal is published every Thursday morning at the office, Columbia-street, New Westminster. Single copy, price 1s., or 25 cents. Terms per quarter, 10s., or $2.50; half-yearly, 18s., or $4.50, and yearly £1 10s., or $7.50.

☞ Copies of this paper can be had at the book store of Mr. S. T. Tilley, Columbia-street.

☞ Clergymen will be served with this Journal at one-half the above rates.

Subscriptions must be paid in advance.

All Advertisements for insertion in the BRITISH COLUMBIAN must be paid in advance. Those for longer periods than one month are required to be paid for each month in advance.

NOTICE TO ADVERTISERS.—We would call the attention of business men, especially Houses in Victoria, Portland, and San Francisco, desirous of cultivating a British Columbian trade, to the fact that we have made arrangements with BALLOU by which the BRITISH COLUMBIAN will have a large and general circulation throughout this entire Colony, and consequently will afford an excellent medium for advertising.

ALL advertisements, unless the time for which they are to be inserted is specified, will be continued until ordered out, and so charged.

The British Columbian.

NEW WESTMINSTER, THURSDAY, APRIL 25.

OUR PILOTAGE LAWS.

It would appear from a proclamation issued by His Excellency Governor Douglas in the early stages of this Colony—a proclamation that we had hoped from its absurdity had long since become obsolete and a dead letter—that all vessels entering and departing from the Fraser are liable to pay half pilotage, when spoken or boarded by a pilot; and that the construction of the word vessel in said proclamation, means *anything that has a carrying and a floating capacity!*

Our Pilot, Mr. J. Titcomb, recently tested the validity of the law, and enforced one of our coasting steamers, of some *twenty-four inches* draught of water, to pay half pilotage. This circumstance, if a legal *right*, is most assuredly a moral *wrong*, and must appear to outsiders as something very "*picayunish*." A boat of 5 or 10 tons, with a freight of $15 or $30 respectively, can be compelled, when spoken or boarded by a pilot, to pay half pilotage, and as the minimum sum is clearly specified to be five pounds, or twenty-five dollars, for the services of a pilot, it follows that the half pilotage must be half that sum, two pounds ten shillings, or twelve dollars fifty cents, in and out. No mean item deducted from the freight as shown above.

This measure may be even carried a step further, and the Pilot, according to the law, would be justified in so doing, for canoes are liable by the proclamation equally with all other class of vessels. But we would scarcely recommend Mr. Titcomb to board a Quamish canoe with a freight of miserable humanity, and demand from the savages half pilotage!

We merely mention this circumstance in hope that our object will be gained, in drawing the attention of our Executive to the law as it now exists; and that it may be remedied without further delay.

In all our Colonial possessions, excepting British Columbia, coasters under a certain tonnage, varying from 100 down to 40 tons, are exempted from pilotage altogether, and the harbor dues made light as possible. The result is an encouragement of trade, a healthy competition, and a prospering marine community.

Assuredly we have written enough to convince the most incredulous that a speedy change in our pilotage laws is urgent, and necessarily demanded. To characterize the present law in the mildest language we possibly can, it is nothing less than suicidal to the general good, and the best interests of this Colony.

If, as in this instance, we may be charged with pointing out the *defects*, we will, with permission, offer a remedy—first, however, we are desirous of seeing such a change as that all vessels of 50 tons and under, shall enter the Fraser free of pilotage, and the harbor dues put to as low a figure as compatible with the Government expenses.

To maintain a Pilot, under the proposed liberal arrangements, a salary, commensurate with the risk and position, in addition to the pilotage and half pilotage on all vessels over and above fifty tons, as suggested, should be granted.

It would be unreasonable to expect that any man would stop at the mouth of the Fraser without a fair remuneration; and we, unlike our sister Colony, are *rich*, and can afford it; therefore, we think it is necessary and advisable that our suggestions should be adopted, for to remove the Pilot altogether, the remedy would be worse than the disease.

In another column will be found a letter upon this subject, which came to hand too late for our last issue, which will tend to show the urgent necessity there is for the immediate removal of the present obstacle in the way of our commerce.

It is only by adopting the most liberal measures with regard to our tariff commerce, and throughout our entire polity, that we can expect to occupy that high position nature has evidently designed for us amongst the nations of the earth. And the sooner we purge our statute books of such antiquated absurdities and suicidal monstrosities, as they contain at present, the sooner will this fine Colony, so much favored by nature, occupy that distinguished position to which it is entitled, the most brilliant gem in the diadem of our most gracious Queen.

WHO IS RESPONSIBLE?

The steamer Fort Yale but the other day, with freight and passengers for the up-river towns, left our wharves apparently in as good condition, and as staunch a craft as floats upon the noble Fraser. In a moment, by an explosion, several are hurried into eternity, and many more only escaped the same fate by a very hair's breadth. We notice lying upon the wharf an hydraulic or test pump, which we presume is in the charge of some person authorized to examine and test the state of boilers and machinery, &c., of every steamer in British Columbia. This is as it should be, but how does it happen that it is necessary to blow up a valuable steamer, to send into eternity many precious souls, and risk the lives of many of our respected citizens, before we ever get the first sight of an apparatus that belongs exclusively to this Colony, was paid for with our money, and is to all intents and purposes the property of British Columbia?

Steamers plying as our up-river craft do, must go through the ordeal of an impartial and thorough examination; and the Government, we feel assured, will receive every support, not only by the press but by the community, and steamboat owners also. Life, under our flag, is considered too valuable to be recklessly thrown away, and the laws of the Imperial Government, as much in force in this Colony as in any other part of the British realm, respecting this subject, are ample for the preservation of life and property; and when effectually carried out by competent surveyors, traveling cannot be as dangerous as it is on some of the Western rivers in the United States; neither do we expect that our authorities will relax an atom of their vigilance in protecting the traveling public in British Columbia.

In the meantime we have had a dreadful disaster, and who is responsible?

We hold that steamboat boilers and machinery, free of charge to the owners, ought to be examined at least once in three months; and no owner could reasonably object to such examination if he is cognizant that his vessel is fitted for the service in which she is employed. And we further hold that all engineers and pilots should be required to pass a thorough examination, and receive certificates of their fitness for the responsible positions they fill; and that proper running regulations for inland navigation be *at once* enforced. We urged this subject upon the authorities some time ago, but of course it was necessary to wait till an accident should occur. That accident has occurred! Will the Government see to these matters *now*, or will it be necessary to wait till we have a collision or some other accident growing out of our total absence of law and order, by which, not four or five, but forty or fifty souls shall be hurried into eternity, without a moment's warning, and much valuable property sacrificed?

MAJOR DOWNIE'S LETTER.

Read Major Downie's letter on our first page. No man is better entitled to a candid hearing on the Northern Route question than the Major.

At one period even he had great hopes of this Northern route, and, encouraged by Government patronage, he thoroughly explored the North Coast in search of the best site, and he has finally, though recently, come to the conclusion that, even for the miners of Cariboo, the Fraser river is and must ever continue to be the great highway.

This just coincides with the views we have ever entertained, and the position we had taken before we saw the letter in question. The more we ponder and search in regard to the real position and future prospects of these Colonies, the firmer grows our conviction that the true policy of British Columbia is to get an agricultural population into her rich farming districts with all possible haste, which would soon supply our miners with the staff of life, and thereby retain much capital in the country. Our clothing, &c., we must import direct from the best foreign markets, and save the present unnecessary expense and delay of transhipment at Victoria.

Until there are several good wholesale houses on this side of the Gulf, there will, of course, be an effort made to ship direct from Victoria to the mines, and save the expense of transhipping here. We must all feel that there should only be one transhipment in getting goods to Hope, Yale and Douglas. This might be retained at Vancouver, and Victoria *fixed* as the terminus of ocean navigation, if our Island friends could in some way stretch *Plumper Pass*, so as to make it extend from Victoria Harbor to the mouth of the Fraser; not otherwise.

The fact is patent to every one, that a steamer adapted for the Fraser, between this and the towns above, is not fit for navigating the "stormy Gulf" of Georgia! All efforts to do away with this difficulty are forced, unnatural, and must of necessity be only transitory.

The steamer Caledonia tried her hand at running through from Victoria to Hope last fall, and we all know how signally she failed. The Governor Douglas has run through, and may do so again for a short time during the summer months. But it is admitted on all hands that she is not suitable for navigating the Gulf. She has narrowly escaped being wrecked several times already. We have great faith in the skill and caution of her Captain, but it is not in *man* to control the elements.

The "Cariboo" remains to be tried. She may run to Douglas during a short season, but what could she do during the greater part of the year? Let our Island neighbors struggle against nature as they will, their eyes will ere long be opened to the correctness of the position we have taken in this matter.

LOCAL INTELLIGENCE.

THE LATE EXPLOSION.—Below we give in full the evidence taken before the coroner's jury at the inquest held upon the bodies of Joel Osborne and Sam'l Powers, who were killed upon the ill-fated str Fort Yale. The jury found that the deceased came to their death by the bursting of the boiler, caused by the defective iron of which said boiler was composed, and low water; the jury also found that the engineer, in trying the cocks, had been deceived by the corn meal (used in stopping the leak) making a foam which he mistook for water. By last advices from Hope the body of the late Captain Jamieson had not been found, although his deeply afflicted brother continues to search for it, and has made liberal offers of money to the Indians for its recovery. The name of the cook who was killed was Joshua Buchanan, aged 42 years, a native of South Carolina. He resided some time in Providence, Rhode Island, U. S., where a sister of his still lives. One Chinaman was killed, making in all five deaths. We saw Thos. King, whose leg was blown off, on Tuesday last on his way to Victoria. He is doing very well. Of those who were slightly injured, most are quite recovered. Dr. Oliver called upon us to say that he was nothing the worse, having only received a slight knock on the head, but being a native of the Emerald Isle, he thought nothing of it:

Noble R. Oliver, sworn: I live in New Westminster; am a medical man; have examined the bodies of the two men in the jail yard; I know the fireman; there is a wound on the left temple sufficient to cause death; the other has his head blown away; the wounds were sufficient to cause death; I was on board at the time of the accident; have no doubt that their death was caused by the explosion on board the steamer Yale; am unable to form any opinion as to the cause of the explosion.

Wm. Irving, sworn: I am captain on board the str. Col. Moody; was on board the str Yale yesterday, when the accident occurred at Union Bar; believe there were a combination of causes which might account for the explosion; the chief and principal cause was that the boiler was constructed of inferior iron; a short time before the explosion I was in the pilot house with Capt Jamieson; don't know, of my own knowledge, what steam she was carrying; consider that 110 lbs of steam would be a fair allowance, if the boiler was constructed of good iron; have examined portions of the boiler, and am of opinion that it was not sufficiently rolled; consider that one cause was that there was not a sufficient supply of water in the boiler; my reason for saying that there was not a sufficient supply of water is, that there was no person scalded, either by water or steam, to my knowledge; the officers of the boat appeared to be very attentive; saw the engineer on board; he was quite sober; have always heard that the engineer was very attentive and competent.

F. J. Barnard, sworn: I was purser on board the str Yale; was on board when the accident occurred; don't know what caused the bursting of the boiler; there were 36 tons of freight leaving Hope; it was the largest freight we had all this season, with the exception of one trip, when we had 60 tons; heard that the packing from the cylinder head had given out; did not know of any accident to the pipes; don't know if the boiler was in good order; there was one fireman on board; he was killed; his name was Joel Osborne; heard Capt Jamieson state that she was in need of repair, but I understood him to allude to her hull more than to her machinery; there was no accident occurred on her trial trip, but on the hydraulic test previous to her trial trip, the boiler gave out at a pressure of 130 lbs; have seen pieces of the boiler since the accident, and am of opinion that the iron is very poor; I have been in the iron trade; there was a considerable escape of steam on the way up, but I don't think there was any unusual quantity of steam; think on the way up there was an attempt to race with the Moody below Harrison river; heard Capt Jamieson state at Harrison river that the boat could keep up with the Moody, but not in the condition we were then in, (this was while we were waiting for the engineer to arrange the machinery); I asked Capt Jamieson what was the matter; he answered shortly that we were not in a condition to run; up to that time I always understood that the machinery was in perfect order; assisted the mate Mr Smith, out of the water; the first word he said was that they had only 105 lbs of steam on, and that he could not tell how the accident could occur; was not on good terms with the engineer, and did not often visit the engine room; believe every attention was paid to the engine and boiler by the engineer.

John O. Smith, sworn: Was mate on board the str Fort Yale; was on board when the accident occurred; about half a minute before the explosion took place I looked at the guage; she had then 105 lbs by the guage; it was not more than the usual quantity carried when crossing Union Bar; just before we left Hope the engineer told me that a stick of wood had fallen on the feed pipe and bruised it a little; after this he told me he had fixed it; on the trip from New Westminster Capt Jamieson told me that he would lay her up, as her bottom was rough, but did not make any allusion to her machinery; did not think myself that her machinery was in need of repair; everything appeared to work well; saw Powers a short time before the accident occurred; none of the guage-cocks were broken, to my knowledge; she showed three cocks of water, which is an unusual quantity of water; this is often caused by grease; some of the tubes were caking; am satisfied that the engineer had put some sawdust or corn meal in to prevent the leak, but I did not see him; don't think the caking of the tubes to be dangerous; the foaming which might be produced by the corn meal might also account for the water appearing in the third pipe; some of the meal might have remained in the boiler and produced the foaming at the time of the accident; cannot form any opinion as to the cause of the accident; never saw an engineer more attentive than McGrievie; we carried very low steam before we reached Hope, and there was no attempt to race that I am aware of; never knew of any deception practised by the engineer to prevent the public from knowing the exact quantity of steam carried; below Seabird Bar Capt Jamieson said to me that he would not allow any heavy steam to be carried, and left the pilot-box to tell the engineer so; he appeared to think that something would go wrong.

John Watson, sworn: I was a deck hand on board the Yale; was on board when the accident occurred; don't know of any reason to account for the accident; don't know if she had a larger amount of freight on board than usual; believe something was wrong on our way up; we stopped at Harrison river, but I don't know what was done; there was a considerable amount of steam in the hold; the steam proceeded from the engine; when the accident occurred, I was thrown against the flag-staff; did not see any steam or hot water thrown about; saw the engineer just before the explosion; was not at all alarmed; did not think there was any danger.

James Casey, sworn: I was a deck hand on board the Yale; was on board when the accident occurred; have been employed for about three weeks; she had a larger amount of freight than at any time since I have been employed on her; heard that some person had struck the feed pipe with a piece of wood, but I don't know of my own knowledge.

J. McGrievie, sworn: I was engineer on board the Fort Yale; I was on board at the time of the accident; cannot account for the explosion in any other way than by supposing that the iron of the boiler was not good; when the explosion took place, to the best of my knowledge the steam guage showed 105 pounds; it was usual for us to have on more than 105 pounds, but our usual stroke was from 80 to 90 pounds; to the best of my knowledge, the machinery was in good order; when on our way up, below Harrison river, a joint in the cylinder got blown out, which we repaired at Harrison river; one of the firemen, in blowing off the water, slewed the cock round so as to show steam but that was of no consequence; there was no attempt to race with the Moody on our way up; the Captain gave me orders not to race—he said that he wished the Moody to go past; there was a leak in the feed pipe, but that was nothing of consequence; at the time of the accident there was a sufficient supply of water in the boiler; when about Langley I had used some oatmeal to stop a leak in the boiler, but none afterwards; I don't know to what circumstance to attribute the explosion; I was in San Francisco when the boiler was made; it was made under my own supervision; between 115 and 120 pounds of steam was the greatest amount of steam I ever had on; we were registered at 150 or 155; I was present when the boilers were tested; the boiler gave way under pressure of 80 to 100 pounds; the supposition was that the iron was faulty, but a new piece was supplied; it was again tested after the repair had taken place, and stood it remarkably well; the pressure on the latter occasion was 155; on examining the iron of the boiler since the accident, I discovered it to be very bad—the poorest I have ever seen; the boiler of the Yale was inspected at Victoria, and I believe was done so honestly; I will swear that there were ten inches of water over the crown sheet at the time of the explosion, and I am equally certain that the explosion did not occur from a want of water in the boiler. The inferior quality of the iron is the only cause that I can assign for the accident. If I were again employed I would again act precisely in the same manner as I did yesterday; there was a rush of water from the boiler after it exploded, it appeared to strike something and fly up, and turn over; there was also a great deal of steam; I would much wish that the iron of the boiler should be tested and the result made known.

Wm. Wright, sworn: I was watchman on board the steamer Yale; was on board at the time of the accident; was in the engine room; the engineer did not give me any instructions; I believe the accident was caused by there not being a sufficient supply of water in the boiler; my reason is that the water foamed at the upper cock; I understand working an engine; I believe both pumps were on; I went to the engine room about five minutes before the accident occurred; then noticed 100 pounds of steam on; heard the engineer tell the fireman to fire up, that they had not enough steam on; I did not see either hot water or steam after the explosion—there might have been some without my seeing it; the engineer told me about the time we got to Hope that he was bothered by the water foaming; don't think the boiler was made of good iron; assisted to put in the boilers originally; believed them to be good; believe the machinery was in good order; don't know the cause of the delay at Hope before starting for Yale; the engineer was attentive to his duty; think the cause of the explosion was that there was not a sufficient supply of water; it is possible that the engineer may have been deceived about the quantity of water in the boiler, no matter how careful he was.

THE HOSPITAL.—Our Government appears determined to try our patience to the full extent upon this matter. Some $8,000 have now been raised expressly for affording us hospital accommodation, and yet we are totally destitute. Our neighbors in Victoria have a miserable apology for one, too small for their own purposes, towards maintaining which we have paid $1000. And what value have we received? And yet we are coolly told, in one of their papers, that we are several thousand dollars in debt to the concern! We should like to see a statement of our accounts with that institution, before we hear any more about our debt. But we want an Hospital of our own in our own Colony, and under our own control and scrutiny. We can see no necessity for troubling Victoria with our few sick, when we have the funds for the very purpose of affording us the necessary accommodation; to say nothing of the expense and great inconvenience of having to send our sick all the way to Victoria, across the "*raging Gulf.*" Why, the simple cost thus incurred, say $14 per head, would, on an average, go far towards paying their expenses while in the Hospital. And then our neighbors of course have the advantage of all the money being expended amongst them. With our Governor, Secretary, Attorney General, and Hospital, in Victoria, not only spending their money there, and doing all they can to throw cold water upon us, and with the expense of a trip to that place in order to transact business with these Departments, always paying the dollar head money, *for hospital purposes, on our return*, how can we be otherwise than contented and prosperous? "What do we want more than that?"

CROWN LANDS DEPARTMENT.—We think it is extremely desirable and proper that an official return should be published as soon as possible, of all lands bought, pre-empted, or claimed in any way; with the location, quantity, name of owner, claimant, or occupant, and also all government reserves. Such a course would be a very great convenience to parties desirous of obtaining land, and would at the same time tend either to confirm or refute the charges so frequently made against certain "*land sharks.*" If our government would manifest a disposition to afford the public more information in reference to all such matters, there would be less ground for suspicion and complaint; and the "open and above board" system would operate as a preventive to all jobbing and corruption. All this concealment and red-tapeism is calculated to destroy confidence and arouse suspicion.

INDUSTRIAL BUILDING.—We are glad to see that the Chief Commissioner of Lands and Works manifests a disposition to have this building proceeded with. We have not seen the plans, but we trust the building will be of such a character as to be both ornamental and permanently useful. The amount of the appropriation made by the Governor for this building is $2000—not $200, as the *Colonist* has it.

JEWELRY.—We dropped into Mr. Ramage's Jewelry Shop the other day, and we confess our surprise at the display which met our gaze. English and French watches, chains, brooches and rings of the most exquisite styles, made us almost fancy ourself in a New York or San Francisco establishment. Mr. R. deserves great praise for the enterprise and taste he has displayed.

A SINGULAR animal of the goat species was shot by an Indian over at Quamish the other day, and sold to Capt. Wylde, of the Revenue Service here. It appeared to be a cross between the goat and the sheep, the former predominating. It was covered with a coating of extremely fine and white wool, interspersed with hair, very similar to that of a goat. Its entire length is nearly six feet, and weighs upwards of 150 pounds.

THE drumhead flew out of the boiler in Mr. Homer's Saw Mill, on Saturday last, causing considerable alarm in the city, the noise being much like that produced by an explosion. We are happy to say that no one was injured, and $25 will cover the damage.

THE "PHANTOM CITY."—So, then, it turns out that Mr. Waddington, and the advocates of this "*phantom*" route, have a *motive*, and that motive no less than a *philanthropic* desire to make a speculation out of the gullible, by selling a certain piece of land they have been crazy enough to buy, at the head of Dean's Canal, in Town lots! Doubtless a discerning public will duly appreciate the noble motive, and treat this "*phantom city*" dodge as it deserves. Is it true that the *Colonist* has an interest in this *hoax?* or is his advocacy of such an absurd scheme to be accounted for in some other way? But, seriously, Major Downie is most unquestionably the best authority on this subject; and while we fancy his letter will prove a quietus to our eccentric neighbors across the gulf, it will tend to banish, forever, from the minds of a few of our more nervous fellow colonists, the great "bugbear" of a northern route. Nature has nobly done her part for this colony, and it now behooves us to act our part like men, and, instead of dreaming about "*hidden dangers*" and "*mysterious passes*," let us vigorously and unitedly go work in striving for these great reforms we so much want. Let us have representative institutions, a resident governor, direct steam communication, and our tariff remodelled. Let us make the most of passing events, by seeing to it that we are fairly and fully represented in the great Industrial Exhibition of 1862. Let us insist upon the immediate reform of all our grievances and abuses, and then we shall have neither cause nor time to trouble ourselves about the false alarms and eccentricities of our friends in Victoria, whose object is not to obtain a seaport for this colony, as they have that already in the Fraser, but a port that will *not* admit of sea-going vessels, because their grand aim is to compel all such to stop at Victoria.

CUSTOMS REVENUE.—The Customs revenue for the week ending April 24, were—Duties, £576 9 8; Harbor dues, £7 11 5; Head money, £20 8 0; Tonnage Dues, £79 12 0; Warehouse Fees, £0 8 0. Total, £684 9 1.

OUR Island contemporary, the *Colonist*, says we throw sand, and we say he throws chaff. Which is most likely to hit the mark?

INDUSTRIAL EXHIBITION, 1862.

Dr. Siddall, R. E., one of the Honorary Secretaries to the Committee, kindly handed us the following interesting correspondence, which we have great pleasure in laying before our readers, trusting it may operate as a stimulus, if such were wanting, in urging the people of British Columbia to the prompt and efficient discharge of their duty in this all important matter.

We trust the Committee will be called together at an early day, and the machinery at once put in working order, as there is much to be done, and very little time to do it in.

BRITISH COLUMBIA.
COLONIAL SECRETARY'S OFFICE,
19th April, 1861.

GENTLEMEN:—I am desired by His Excellency the Governor, to forward to you herewith a copy of a dispatch from Her Majesty's Principal Secretary of State for the Colonies, dated the 1st February, 1861, enclosing a letter from the promoters and proposed Trustees of the Exhibition of the Works of Industry and Art of all Nations, to be holden in London in the year 1862, and I am to request you will be good enough to make the same known to the General Committee formed in British Columbia in connection with this object, and through the General Committee to the public.

These documents point out the course it will be desirable for the Committee to follow, and His Excellency feels assured that the warm interest taken in the matter by Her Majesty's Government, will be gratifying to all, but more particularly to those gentlemen who, as Sub Committees, are already actively engaged in all its important details.

I have the honor to be, gentlemen,
Your most obedient servant,
WILLIAM A. G. YOUNG.

To the Honorary Secretaries to the British Columbia Industrial Exhibition Committee.

CIRCULAR.

DOWNING STREET, 1st February, 1861.

SIR:—I transmit to you a copy of a letter from the promoters and proposed Trustees of the Exhibition of Works of Industry and Art of all Nations, to be holden in London in the year 1862.

You will see that these gentlemen are desirous to learn from what Colonies articles will be sent for exhibition, and also to be put in communication with such persons or bodies in each Colony as are likely to command the confidence of those who may become exhibitors.

It is I am sure unnecessary for me to urge upon you the adoption of any means in your power for furthering the important object in view, and I shall be glad to learn that the Colony under your government is prepared to become a contributor to this undertaking.

The general conditions of the Exhibition will be made known to you as soon as they are completed.

I have, &c.,
(Signed) NEWCASTLE.

To Governor Douglas, C. B., etc., etc.

LONDON, 18th January, 1861.

MY LORD DUKE:—I am directed by Earl Granville to intimate to your Grace that the promoters of the Exhibition of the Works of Industry and Art of all Nations, which it is proposed to hold in the year 1862, are about to apply to Her Majesty for a Charter of Incorporation, by which certain Trustees, to whom the management of the Exhibition has been confided, may be vested with the powers requisite for effectually carrying out the projected undertaking.

The names of the Trustees are as follows:

The Earl of Granville, Lord President of the Council.
The Marquis of Chandos.
Thomas Baring, Esq., M. P.
C. Wentworth Dilke, Esq.
Thomas Fairbairn, Esq.

The Trustees have every reason to believe that the application for a Charter will be favorably entertained; but, as some short interval must necessarily elapse before the usual preliminary formalities can be complied with, they are anxious that no time should be lost in giving notice of the intended exhibition to the distant Colonies of the Empire.

I am, therefore, directed to request that your Grace will do the Trustees the favor to take the necessary steps for making known to the various Colonial possessions and dependencies of the Crown, that the Exhibition will open on Thursday, the 1st of May, 1862, and that the Trustees are very desirous to learn from what Colonies articles will be sent for exhibition, and also to be put in communication with such persons or bodies in each Colony as are likely to command the confidence of those who may become exhibitors.

The Exhibition will be held in London, on a convenient site, which has been placed at the disposal of the Trustees by the Royal Commissioners for the Exhibition of 1851, in the immediate vicinity of the ground occupied in 1851, by permission of Her Majesty, on the occasion of the first International Exhibition.

The general conditions of the Exhibition, and the terms on which exhibitors will be invited to take part in it, will shortly be published, and the Trustees will at once communicate them to your Grace.

In the meantime, I am to state that the Exhibition, in its leading features, will closely resemble that of 1851—pictures, however, being added on this occasion—and that such preparations as can be made, in anticipation of more detailed information, may proceed upon this understanding.

As the demands for space, however, will, in all probability, be very much in excess of what it will be possible to provide, so that *quality* and not *quantity* will have mainly to be looked to in deciding upon the articles to be admitted, the Trustees hope that the greatest care will be exercised in selecting good specimens of the industry and art of each Colony, and more especially of its natural productions.

As your Grace will readily understand that, so soon

as proper channels of correspondence have been opened, the Trustees will have many matters to which to draw the attention of the Colonies, which are likely to take an interest in the undertaking, they venture very earnestly to request that the earliest opportunity may be taken for making known the substance of the present communication to the various Colonial authorities.

I have, etc.,
(Signed) F. R. SANDFORD.
To the Duke of Newcastle, K. G., etc., etc., etc.

REMOVAL.—Mr. J. A. Webster has just removed to the building recently occupied by Messrs. Mayer, Reinhart & Co., as a wholesale store, where he is opening out a splendid stock, just received.

FIRE.—Our annual fire season has commenced amongst the lying timber in the back part of the town plot. A large quantity of cord-wood has already been consumed by it, and, as our THREE truant Councillors have taken the responsibility of stopping business, as far as possible, we expect to have to record the destruction of much valuable property ere long.

FELL OVERBOARD.—Michael Carr, a watchman on the steamer Hope, fell overboard, and was drowned, while the steamer was near Harrison river, on her upward trip, last week.

ITEMS FROM ABOVE.

CAYOOSH.—Trade quite lively. Trains have not been able to go beyond the Forks of Quesnelle, on account of snow. Packing beyond that point is done by Indians, to whom as much as $10 per day is paid.

DOUGLAS.—Mr. Colquhoun's road party, consisting of about 50 men, started on Tuesday, 16th, to commence work on the second portage. Nine wagons, 40 laden mules, and any number of Indians went out from this place on Saturday and Sunday last. Money is becoming plenty.

Mr. Young and party landed at the Silver Esperance) mines, some twenty miles from this, on the northern shore of Harrison Lake, prepared to go into the bowels of old mother earth. A party was encamped on the opposite shore, prospecting, as the steamer passed down.

Four miles beyond this place a silver mine has been prospected, said to be a good thing. The price of packing to Cayoosh, 9c., being one cent up.

CARIBOO.—The news from Cariboo is very good, and the utmost confidence seems to exist in the richness of the mines. Quite a number will leave this city for that region on Saturday next.

CORRESPONDENCE.

We do not hold ourselves legally responsible for anything which may appear under the above head. Communications, in order to insure insertion must be brief, of public importance and must be accompanied with the BONA FIDE *name of the author.*

To the Editor of the British Columbian.

SIR:—Can you inform me why the "Fire By-law," which has now been before the Council for some time, has not been passed?

Surely, the recent very strange conduct of some of our Councillors has not had the effect of retarding so necessary a measure as the passing of a law calculated to secure life and property.

Do you not think some steps ought to be taken in order to secure so desirable an object, as, now the dry season is coming on, it becomes a matter of the greatest importance to all that some regulations be adopted which may tend to ensure safety from fire.

Trusting that your space will permit your inserting this, and perhaps drawing the attention of the public to what, at present, so closely affect their interests,

Believe me to be, yours, etc.,
A HOUSEHOLDER.

NEW WESTMINSTER, April 19, 1861.

To the Editor of the British Columbian.

SIR:—I would like to ask through the medium of your paper if the Revenue Laws of British Columbia compel vessels of small tonnage to pay $25 pilotage for entering the Fraser? For, sir, if such is the case, New Westminster, instead of soliciting commerce, is taking the very step that will ultimately drive all the small vessels from entering the river. As small craft cannot afford to pay that amount of pilotage, especially when their profits are not equal to the expenses that will be entailed by such a measure.

SHIPOWNER.

Port Townsend, W. T., April 13th, 1861.

SHIPPING INTELLIGENCE.

ARRIVALS.

April 17—str Otter, Monat, Victoria, general cargo.
20—str Otter, Monat, Victoria.
22—sloop Sherman, Whitford, Victoria, general car.
23—str Otter, Monat, Victoria, gen. car.

DEPARTURES.

April 17—str Otter, Monat, Victoria.
17—str Caledonia, Frain, Victoria.
20—str Otter, Monat, Victoria.
20—sloop Ostritch, Barnes, Victoria.
22—sloop Sherman, Whitford, Victoria.
23—str Otter, Monat, Victoria.

BIRTH.

On Friday, the 19th instant, the wife of Mr. Hugh McKee, of this city, of a son.

HOLY TRINITY CHURCH NEW WESTMINSTER.—Divine Service on Sundays at 11 a. m., and in the evening at 6½ p. m.

Seats will be provided for strangers by the Sexton.
J. SHEEPSHANKS, M. A., Rector.
C. KNIPE, M. A.

DIVINE SERVICE is held in the Wesleyan Church Mary-street, New Westminster, every Sabbath at 11 o'clock a. m., and 6½ o'clock p. m. Sabbath School at 2 o'clock in the afternoon.

The first five pews on the south side are reserved for the military at morning Service.

Strangers provided with seats.

E. WHITE, Pastor.
Residence, corner of Prevost and Mary-streets, near the Church.

New Advertisements.

PUBLIC NOTICE.

TENDERS are invited to be sent in to the Lands and Works Office, on or before 12 o'clock on the 4th May, 1861, for clearing about nine acres (more or less) around the corner of Leopold Place and Arthur Terrace, New Westminster.

The work to be completed on or before the 30th June, 1861.

Tenders to be made in Sterling money.

The lowest or any Tender not necessarily accepted.

The Tenders to be sealed and docketed "Tenders for clearing Leopold Place."

For further particulars apply at this office, between the hours of 10 and 12.

By order of the Chief Commissioner,
H. R. LUARD, Capt. R. E.
Lands and Works Department, R. E. Camp,
New Westminster, 23d April, 1861. ap25

E. STEPHENS,
SURVEYOR AND LAND AGENT,
Columbia street, New Westminster. ap25

WADDINGTON!
Great Sale of Town Lots!!
ROUSING OPPORTUNITY!!!

ON the 1st of April, 1862, will be offered, on the ground, **5,000 Town Lots,** being the entire site of WADDINGTON, at the head of DEAN'S CANAL, on the

North Coast of British Columbia.

A few citizens of Victoria, having been moved by a philanthropic desire to build up a Town at that point, are prepared to offer *Extraordinary Inducements!* And in order that said point may be the seaport of British Columbia, steps will be taken to fill up the present "*dangerous*" entrance to Fraser River and Burrard Inlet.

For Plans, and further particulars, apply at the Waddingtonian office, No. 10 Sivash Alley, Victoria.

P. S. Should parties making purchases at the above sale desire to have half the purchase money refunded, the thing can be done, as the philanthropic citizens aforesaid have a way of managing such matters with the government. As the navigation is very bad at present, balloons will be provided to convey intending purchasers to the place of sale, free of charge. ap25

MARTIN BROTHERS,
Wholesale Grocers,
11 WHARF STREET, VICTORIA, V. I.

S. MARTIN
Having returned from San Francisco with a new and well selected stock of
GROCERIES AND PROVISIONS,
Is now prepared to supply his old friends and patrons with goods in his line at the Lowest Market Rates.

In store and for sale, ex recent arrivals, 400 mats China Rice; 60 ½-bbls Pork; 20 bbls brine Hams; 10 bbls Barber's Hams; 10 firkns Butter; 20 kegs Lard; 25 ½-bbls Dried Apples; 25 ¼-bbls do; 25 chests Black Tea; 10 cases fresh Tomatoes; 10 cases Preserved Limes (in glass); 10 kegs Pearl Barley; 15 boxes Castile Soap; and a general assortment of Case Goods. Also, a lot of Dates, Walnuts, Raisins and Figs.

☞ All orders from the country will be promptly attended to.

S. MARTIN, Victoria,
A. MARTIN, San Francisco. ap25

INDUSTRIAL EXHIBITION BUILDING.

TENDERS will be received at this Office up to 12 o'clock noon of Monday, the 29th instant, for the construction of a two-story Building on the Treasury Lot, New Westminster, for the reception and storage of the Articles contributed for transmission to the INDUSTRIAL EXHIBITION OF 1862.

The work to be completed and handed over by the Contractor to the Building Committee on or before 15th of June next.

All Tenders to be made in Sterling money.

The lowest or any Tender not necessarily accepted.

☞ The Specification and Plans may be seen, and any other required information obtained, at this office, between the hours of 10 and 12.

By order of the Building Committee,
J. GRANT, Capt., R. E.
Office of Lands and Works,
New Westminster, 15th April, 1861.

COLONIAL SECRETARY'S OFFICE,
15th April, 1861.

NOTICE is hereby given that all the Buoys at the entrance of Fraser River have been replaced. The following "Notice to Mariners" has been prepared by Captain Richards, of Her Majesty's Surveying Ship Hecate, and is herewith published for general information.

By command of His Excellency the Governor,
WILLIAM A. G. YOUNG.

NOTICE TO MARINERS.
FRASER RIVER.

1. A spar Buoy 35 feet long, painted red, is moored in 12 feet at low water, S.S.W.; one cable off the south Sand Head, which dries at low water. This Buoy can be seen from 2 to 3 miles.

From it Garry Rush (leading tree) bears N.N.E.
Point Grey, N.N.W. ½ W.
Extreme of Trees on Point Roberts, E. by S.
Portier Pass or Cowichen Gap, S.W. by W.

2. On the north side of the channel are placed six Buoys similar, but somewhat smaller than the one off the south Sand Head. They are about three-fourths of a mile apart, some of them less. All these Buoys are moored in 11 feet at low water.

3. The outer Buoy on the north side of the channel is somewhat within the north Sand Head, as the ground there is not good for holding. It is painted black and white in 6 feet horizontal bands, and bears from the red Buoy on south Sand Head N.N.W, distant 7 cables. The second Buoy on the north side is painted black and white in short horizontal bands.

The 3rd Buoy.....is.....All Black,
" 4th " " White and Black Top,
" 5th " " White with Red Top,
" 6th " " Black and White Vertical Stripes.

To enter the Sand Heads, the south Sand Head red Buoy should not be approached within half a mile, until it bears N.N.E., when it is in one with Garry Bush. Then steer N. ½ W., or for the outer Buoy on the north side until mid channel between them, when steer in about N.N.E., leaving all the northern Buoys on the left hand, and passing them about a cable's length or less. From a cable off the inner Buoy, steer for Garry Point.

At the very lowest springs the least water is 11 feet, and this only in one spot off the 4th Buoy from the Sand Heads.

At ordinary half tides 17 or 18 feet, and at high water nothing less than 22 or 23 feet will be found in this spot.

From the eastern entrance of the Plumper Pass the Sand Head bears N. by W. ½ W., distant 11 miles. Vessels bound for the river from Point Roberts' direction, should not bring the extreme of the trees on that point to bear southward of east, which will clear the edge of the Roberts' bank.

GEO. HENRY RICHARDS, Captain,
H. M. Surveying Ship "Hecate."

New Advertisements.

BRIDGE OVER SPUZZEM CREEK,
AND
MULE ROAD TO CHAPMAN'S BAR.

TENDERS will be received at this Office up to 12 o'clock noon of Saturday, the 4th May next, for the construction of a BRIDGE over SPUZZUM CREEK, and of a MULE ROAD, six feet in width, thence via the Ferry to CHAPMAN'S BAR—an entire distance of Five and a half Miles, more or less.

The site of the Bridge to be determined, and the line of route laid out, by the Chief Commissioner of Lands and Works, or his agent.

The work to be completed on or before the 30th of June next.

All Tenders to be made in Sterling money, and to be docketed in the left corner "Tender for Bridge over Spuzzum Creek and Road to Chapman's Bar."

The lowest or any Tender not necessarily accepted.

The Specification may be seen, and any other required information obtained, at this Office, between the hours of 10 and 12, or at the Office of the Assistant Commissioner of Lands at Yale.

By order of the Chief Commissioner,
H. R. LUARD, Capt., R. E.
Office of Lands and Works,
New Westminster, 20th April, 1861. ap25 2t

JUST RECEIVED,
At the Colonial Book Store,

AN assortment of Musical Instruments, with Music Books suited for learning, consisting of Violins, Banjos, Concertinas, and Accordeons. Also, a splendid assortment of Pocket Knives, by the best makers, Sandpaper of every description, Billiard chalk, and Cue leather.
ap25 S. T. TILLEY.

NOTICE.

TENDERS will be received for the erection of **Christ Church,** Hope, up to May 10th. Plans and Specifications to be seen at the office of the Lands and Works, New Westminster, and at the Court House, Hope. The lowest Tender not necessarily accepted. Tenders to be addressed to P. O'Reilly, Esq., J. P., or Rev. A. D. Pringle, Hope. Church to be fully completed, and to be subject to inspection and approval, by July 1st.
A. D. PRINGLE.
Hope, April 22d, 1861.
N. B. Lumber for the Church will be furnished at $25 per M feet. ap25.

FOR SALE.
4 cases West India Turtle Soup, genuine article.
ap25 1m WM. H. WOODCOCK.

NEW TIN SHOP.
CHARLES CATO, worker in Tin, Copper, Zinc and Lead, has commenced business in Mr. Kennedy's building, on Columbia street, where he solicits a share of the public patronage. ap25

EXECUTOR'S NOTICE.
ALL persons having claims against the estate of ROBERT F. COOPER, deceased, are hereby notified to present the same to the undersigned for settlement, on or before the first day of July next, or the same will be barred.
WM. H. WOODCOCK,
Executor of the Estate of Robert F. Cooper, deceased.
New Westminster, April 23d, 1861. ap25

FOR SALE.
100 bags Barley,
30 bbls S. I. Molasses,
40 cases Porter,
30 cases Ale,
12 cases Ale, 2 dozen each,
1000 English Fire Bricks, by
ap25 4w WM. H. WOODCOCK.

DICTIONARY OF
INDIAN TONGUES,
CHINOOK, TSIMSEAN & HYDAH,
Just published and for sale at the Book-store of
S. T. TILLEY.
New Westminster, April 10th, 1861. ap11

COLONIAL HOTEL
—AND—
RESTAURANT,
COLUMBIA STREET,
NEW WESTMINSTER, B. C.
Private Rooms on reasonable terms.
ap11 F. GRELLEY.

MILK.
THE SUBSCRIBER would inform his customers, and the public, that, until further notice, he will furnish milk to those taking one gallon a day, or over, at the rate of six bits per gallon.
S. W. HERRING.
Herring's Ranche, 2nd April, 1861. t-c

FELIX NEUFELDER,
COMMISSION MERCHANT,
CAYOOSH, B. C.
WILL pay particular attention to consignments of goods directed to his care. jan12-3m

A CARD.
WILLIAM H. WOODCOCK, wholesale dealer in Wines, Liquors, &c., Scott's Wharf, New Westminster.
☞ No drayage or wharfage on goods purchased for upriver trade. fe13-tc

Victoria Advertisements.

G. SUTRO & CO.,
TOBACCONISTS,
Importers and Dealers in
FINE HAVANA CIGARS,
Chewing and Smoking Tobacco, Genuine Meerschaum Pipes, &c., Yates, street, Victoria, V. I. ap18 1y

FRESH GARDEN SEEDS.
THE Subscriber has just received a choice assortment of Fresh Garden Seeds. Order given to Mr. JEFFRIES, Express Agent, will receive immediate attention.
ap18-2 W. ARMSTRONG.

THE B. C. & V. S. N. CO'S
Fast Running and Favorite Steamer
COL. MOODY,
Is now making regular trips direct to HOPE and YALE, connecting at the mouth of Harrison River with the splendid steamer MARIA, carrying freight and passengers direct to Douglas, at the lowest rates.
For freight or passage, apply on board.
WM. IRVING, Master.
ap11

PICKETT & CO.,
WHARF STREET, VICTORIA, VANCOUVER ISLAND,
Importers and Commission Merchants, Wholesale Dealers in
GROCERIES, PROVISIONS, AND GENERAL MERCHANDIZE,
—ALSO—
Agent for the "The Merchant Line" of Sailing Vessels between San Francisco, Victoria, and Ports on Puget Sound. apr4-6m

RYCKMAN & MARKS,
wholesale dealers and importers of
FINE ENGLISH, FRENCH, & AMERICAN LIQUORS,
Wharf-street, opposite Yates, Victoria, V. I.
r2ma8-1m

COLONIAL HOTEL
—AND—
BILLIARD SALOON
GOVERNMENT STREET,
VICTORIA, V. I.
ap11 P. GRELLEY.

PAINTER & CO.,
Practical Printers, and Dealers in
Type, Presses, Printing Materials,
Ink, Paper, Cards, &c.,
510 Clay Street, above Sansome,
J. P. PAINTER
J. M. PAINTER
T. P. PAINTER } San Francisco.
ap18 1y ☞ Offices fitted out with dispatch.

CHARLES F. ROBBINS,
IMPORTER AND DEALER in Type, Presses, Printing Material, Inks, Card stock, &c., Nos. 111 and 113 Clay street, San Francisco. ap18 1y

H. WATERS, TINSMITH, &c.,
NEW WESTMINSTER, B. C.,
INFORMS the Traders and Miners of Fraser River that he is now prepared to furnish all kinds of camping utensils, in Tin, Iron, and Copper, fit for Miners and Family use.
Also, Gutters and Leaders.
Job Work promptly attended to ap11 3m

NOTICE.
THE COPARTNERSHIP heretofore existing between Samuel Merritt, and Charles Stansbury, Butchers, Forts Hope and Yale, B. C., Was dissolved, and ceased to exist, from the 10th day of August, 1860.
All persons will take notice that I will not be answerable for any debt or debts contracted by my late partner, Charles Stansbury, from the above date.
SAMUEL MERITT.
Similkameen, 17th March, 1861. a4-3t

NOTICE.
HARRIS & Co., Butchers, Cattle dealers, &c., Queen's Market, Victoria, V. I., and Queen's Market, New Westminster, B. C.,
Are prepared to furnish Families, Hotels, and Traders in general, with all kinds of fresh meat and vegetables of the best quality, and at the lowest rates. Also will furnish parties residing in the upper country, say Langley, Hope, Yale, Douglas, &c., with all kinds of live stock. Orders received will be punctually attended to.
fe13-tc

SAFES! SAFES!

F. TILMAN,
90 Battery-street,
SAN FRANCISCO,
SOLE AGENT for Tilton & McFarland's celebrated Fire-proof and Burglar Safes. This safe is well known in the market for its unsurpassed fire-proof quality, having withstood in California, as well as in the East, the hottest fires known. We can refer to endless certificates from parties in our mining towns, where these safes have been subjected to the most severe tests of its fire-proof qualities. The safes are secured by our Combination Lock. This lock is in every respect the most secure one in use; It requires the key and combination to open the safe. If the key should be abstracted from the owner, it would be perfectly useless to the possessor without his knowledge of the combination, or mental key, which the owner carries in his head.
To those in want of a reliable safe we offer the above cheaper than any other in the the market.
☞ A large assortment on hand and to arrive.
F. TILMAN.
ap11 90 Battery st., San Francisco.

Government Advertisements.
BRITISH COLUMBIA.
PUBLIC NOTICE.

A SALE of Town Lots at CAYOOSH will be held at that place on the 1st day of May next.

The upset price of unoccupied Lots is Twenty Pounds (£20), and of occupied Lots an amount which shall include the valuation on improvements. The upset price of portions of Lots on which there are buildings, that may be put up to sale, will be in proportion to the frontage, together with the valuation of the improvements. Further information concerning these, can be obtained at the office of the Assistant Commissioner of Lands at Cayoosh.

The conditions of the sale are as follows: Ten per cent. deposit of the purchase money to be paid at the day of sale, and the remainder in three monthly instalments, on or before the 1st day of August, 1861, by which date, if the whole be not paid, the Lots will positively be forfeited, together with all sums paid thereon.

The amount of valuation of improvements in each particular case must, however, be paid in full on the day of sale.

For further particulars apply to the Assistant Commissioner of Lands at Cayoosh.

R. C. MOODY, Colonel R. E.,
and Chief Commissioner of Lands and Works.
Lands and Works Office,
New Westminster, B. C.,
9th April, 1861. ap11

Government Assay Office,
NEW WESTMINSTER, BRITISH COLUMBIA,
April 4th, 1861.

ASSAYS OF GOLD BULLION are made on the following terms, and under the following conditions:—

1. A receipt will be given to the Depositor for the exact gross weight of his deposit.

2. The resulting ingot will be delivered to any party returning the aforesaid receipt, whether the Depositor or any one else, and the party returning the receipt will be required to cancel it by his signature at the time of receiving the ingot.

3. Each ingot will be stamped with its *number,* corresponding to its number in the official records, with its *weight,* in ounces and decimals of ounces, its *fineness* in thousandths, and its *value* in dollars and cents; also with a Government cipher, a crown encircled by the words, "BRITISH COLUMBIA GOVERNMENT ASSAY"; the clip corner will be protected by a small crown impressed on the face of it.

4. With each ingot will be given a certificate, signed by a Government officer, of the weight of the deposit before melting; its weight after; the fineness; the charge for assaying; and the value in dollars and cents.

5. For all bars not exceeding 50 ounces in weight, a charge of seven shillings and six pence (7s. 6d.) sterling will be made, and for every additional 10 ounces or fraction of same, one shilling and six pence (1s. 6d.).

All clips are retained in the Government Assay office; but on bars not exceeding 10 ounces in weight, allowance will be made off the assay charge, for the value of the clip.

N. B.—Bars assayed at this office, or DUST, may be exchanged for coin, at the current market rates.

ASSAYS OF ORES are made at the charge of One Pound (£1.) for each specimen experimented upon.

FOR A COMPLETE ANALYSIS OF ANY MINERAL, Two Pounds (£2.) is the charge.

W. DRISCOLL GOSSET.

P. S.—Useful geological specimens, whether metallic or not, if accompanied by a note of the locality where found, position with regard to other rocks, altitude, dip, &c., &c., will be thankfully received by me.
apr4 W. D. G.

Industrial Exhibition.
BRITISH COLUMBIA.

SUBSCRIPTIONS in aid of this undertaking are earnestly requested to be sent to the Local Committees or Resident Magistrates. The following are already promised by the Government:

	£	s.	d.
A Building at New Westminster for the reception and arrangement of articles.			
Towards General Expenses,	200	0	0
H. E. Governor Douglas, C. B.,	20	0	0
The Bishop,	15	0	0
Lady Franklin,	5	0	0
Colonel Moody,	20	0	0
Capt. Gosset,	5	0	0
Dr. Seddall,	5	0	0
Capt. Parsons,	5	0	0
Mr. Begbie,	10	0	0
Mr. Holbrook,	5	0	0
Mr. Newton,	3	0	0
Capt. Grant,	5	0	0
Rev. Mr. Knipe,	3	0	0
Rev. Mr. Sheepshanks,	3	0	0
Mr. Homer,	5	0	0
Capt. Luard,	5	0	0

New Westminster, April 9th, 1861. ap11.

MORRIS PRICE, DECEASED.
NOTICE TO DEBTORS AND CREDITORS—The Creditors and others having claims against the Estate of Mr. Morris Price, late of Cayoosh, British Columbia, are hereby required, on or before the 20th day of May next, to send in full particulars of their claims to Mr. Simon Reinhart, Victoria, Vancouver Island, the Administrator of the estate and effects of the Deceased; and in default thereof, they will be peremptorily excluded from all benefit under the administration; and notice is hereby further given, that all persons indebted to the estate of the said deceased, are required forthwith to pay the amount of their debts to the said Administrator.
H. P. WALKER,
Barrister-at-Law.
New Westminster, April 5th, 1861. ap11

IN THE SUPREME COURT OF CIVIL JUSTICE OF BRITISH COLUMBIA.
In Re the Town Lot Leases Relief Act, 1860.
Ex parte Peter O'Reilly, Petitioner.
To F. D. MacDougall and Ebenezer Collins:—Take notice that the Petitioner will, at the next Assizes at Fort Hope, move the Court for a declaration of Title in his favor to Lot Five, Block Four, in the Town of Fort Hope. Also, at the same time, the Petitioner will move for a declaration of title in his favor, to one several fourth part of Lot Two, Block Three, in the Town of Fort Hope. And take notice that in the absence of any person appearing to oppose the said applications, they may be granted exparte.
H. P. WALKER,
Counsel for Petitioner.
New Westminster, April 5th, 1861. ap11-1m

S. E. CRAIN, M. D.,
PHYSICIAN AND SURGEON,
OFFICE—Opposite Colonial Restaurant, Columbia-street
NEW WESTMINSTER, B. C.

Victoria Advertisements.

ASSAY OFFICE.

MARCHAND AND CO.

Respectfully announce to the public of Victoria and British Columbia that they have opened their new office for the Assaying of Gold, Silver, Copper, and other ores, and are now fully prepared to make all assays entrusted to them with correctness and care.

Returns made in from three to six hours in bar or coin at the option of the depositor.

M. & Co. beg to refer to the following bankers:—Wells, Fargo, & co., Victoria; Macdonald & co., Victoria; Bank of British North America, Victoria; Wade & Tilton, Portland, Oregon; Davidson & May, San Francisco; Wells, Fargo, & co., San Francisco; Tallant & Wilde, San Francisco; Parrot & co., San Francisco; Sather & Church, San Francisco; Harris & co., San Francisco; Abel, Grey, & co., San Francisco.

Office in the building formerly occupied by Macdonald & co., No. 8, Yates street, Victoria. mar28

DENTISTRY! DENTISTRY!

The undersigned has imported the finest Teeth and Plate Work that is to be found on the Pacific coast, and is ready to furnish setts or single teeth in the best style. Dentistry in all its branches will be attended to by an experienced person on application to

MR. ZELNER,

At Drug Store, corner Government and Yates-streets. mar28

CAIRE & GRANCINI,

Dealers in

Hardware, Iron, Crockery, Glassware, etc.,

Wharf-street, Victoria, V. I.

☞ Orders from the country promptly attended to. mar28-1m

M. PRAG,

Yates-street,

offers for sale, cheap,

Hardware, Agricultural Implements, Bar Iron, Steel, and Ironmongery, Stove and Tinware of every description.

Glass and Crockeryware, Wood and Willow Ware, &c. mar28

KWONG LEE AND CO.,

COMMISSION MERCHANTS,

Importers and dealers in

Chinese Goods, Rice, Sugar, Tea, Provisions, etc.,

Cormorant-street,

between Government and Douglas-sts.

VICTORIA, V. I. mar28

HIBBEN & CARSWELL,

BOOKSELLERS AND STATIONERS.

RECEIVE additions by nearly every steamer to their present large stock of Books, embracing most of the Modern and Ancient authors in Poetry and Fiction, Mechanics, Agriculture, History, Biography, Religion, Law, Medicine, Sciences, Music, etc., etc.

—ALSO—

STAPLE AND FANCY STATIONERY,

consisting of

Blank Work, in great variety, Writing Papers and Materials, Printers' Stationery and Wrapping paper, Letter, Note, and Official Envelopes, Music and Music Paper, Drawing Books, and Instruments;

GOLD PENS AND POCKET CUTLERY,

STATIONERS' HALL,

40, YATES STREET, VICTORIA, V. I.

FURNITURE.

BY LATE ARRIVALS, the undersigned have received additions to their hitherto well-assorted stock of Furniture, and now offer

Painted sets, 10 pieces;
Extension Tables, 8 and 10 feet long;
Centre Tables, serpentine, and round tops, assorted sizes;
Card Tables, harp and square pillars;
Common Tables, 2½, 3 and 3½ long;
Bedsteads, Mahogany, French, Cottage, double and single;
Lounges, spring seats, in damask and leather covers;
Sofas, spring seats, hair cloth with round and pillow ends;
Desks, with full and door fronts;
Cheffoniers, walnut and mahogany, carved front, shelves, and fret work;
Bureaus, one-half marble top, scroll, and painted pine, four and six drawers.
What-nots, walnut and mahogany, 5 and 6 shelves;
Mirrors, in gilt and mahogany frames, assorted sizes, for parlors, chambers, and saloons;
Children's cribs and cradles, also high and low chairs, assorted sizes;
Chairs, mahogany, haircloth, spring seats, cane and wood seat, office, oak, dining Grecian cane, heavy barroom, and common wood seat;
Rockers, spring seats, mahogany and cane seats and backs, sewing and arm;
Sinks, washstands, chair cushions, coverlets, towel racks, willow cribs, &c.

—ALSO—

BEDDING.

Pulu, curled hair, moss, wool, and straw mattresses, best feather pillows, all sizes; in the manufacture of which we use only the best materials, and guarantee all our work. PIERCE & SEYMOUR.

Broad-street, between Yates and View streets.

mar7-tc Victoria, V. I.

DICKSON, CAMPBELL, & CO.,

COMMISSION MERCHANTS,

Corner of Wharf and Johnson streets,

VICTORIA, V. I.

H. N. DICKSON & Co., - - - London
DICKSON, DEWOLF, & Co., - - San Francisco
m21-3m

EDGAR & AIME,

COMMISSION MERCHANTS,

and Wholsale Dealers in

GROCERIES AND PROVISIONS,

at their old stand,

Wharf-street, near Yates Victoria, V. I.

mar7-tc

Victoria Advertisements.

BOOKS! BOOKS!! BOOKS!!!.

Now opening at

HIBBEN & CARSWELL'S,

a splendid assortment of

STANDARD AND MISCELLANEOUS BOOKS,

comprising

A Larger Number of Volumes, and upon a greater variety of subjects, than has ever yet appeared in this market.

Those interested are respectfully invited to call and feast their eyes to their heart's content—Gratis—at

STATIONERS' HALL,

Yates-street, Victoria, V. I.

mh7-tc

W. H. OLIVER,

Importer and Dealer in

FINE ENGLISH, FRENCH, & AMERICAN LIQUORS

Champagnes, California Wines,

Clarets, and Brandies,

in the large and spacious Warehouse, on Johnson-st., opposite Wharf-street, Victoria, V. I.

A large stock of bonded Wines and Brandies always on hand.

To dealers, purchasing in large quantities, a liberal discount will be made for cash.

Agency of first premium California Wines, in packages and cases;
Agency of Old Sachem and Hostetter's Bitters;
Choice Claret Wines, in casks and cases, received direct from Bordeaux, via San Francisco, in bond.
Choice old French Brandies, received direct from the agents, in bond, via San Francisco.
Choice old Bourbon Whiskies;
" " Port and Sherry Wines, in cask and case;
High Proof Jamaica Rum;
" " Scotch Whiskey;
" " Brandies and Whiskies;
" " Alcohol and Spirits, in bbls and tins;
Champagne Wines, complete stock of all the favorite brands now in use;
And a general assortment of case Liquors, Cordials, Syrups, etc.

Traders and Dealers visiting Victoria will find it to their interest to call and examine my stock before purchasing. All orders from British Columbia and towns on the Sound will meet with prompt attention.

mar7-6m W. H. OLIVER.

G. VIGNOLO,

Importer and Wholesale dealer in

GENERAL PROVISIONS AND GROCERIES.

French Wines and Liquors, and Havana Segars,

Brick building, corner Yates and Wharf-streets.

Victoria, V. I. mh7-6m

EDWARD HENDERSON, LONDON. ROBERT BURNABY, VICTORIA.

HENDERSON & BURNABY

MERCHANTS AND COMMISSION AGENTS,

WHARF STREET, VICTORIA, V. I.

mar7-tc

GUILD, DAVID, & CO.,

COMMISSION MERCHANTS,

AND IMPORTERS OF

GROCERIES AND PROVISIONS,

No. 10, Wharf-street, Victoria, V. I.

mar7-tc

STEWART, MELDRUM & CO.,

Johnson street, opposite Wharf street, Victoria,

Importers and Commission Merchants.

WASHINGTON RESTAURANT AND COFFEE SALOON,

Government-street, between Yates and Johnson.

MEALS furnished at all hours on the shortest notice and best style.

The finest Wines, Porter, Ale, and Segars. mar28

FISHING NETS.

The undersigned having been appointed sole agents for the manufactures of Messrs. J. & W. Stuart of Musselburg, have now to offer for sale a quantity of fishing nets, of various sized meshes, to which the attention of fishermen is particularly directed.

Apply to

DICKSON, CAMPBELL & CO.,

mar28 Wharf-street, Victoria.

WEBSTER AND CO.,

YATES STREET, VICTORIA,

WHOLESALE and Retail Dealers in Boots and Shoes, Leather, and Findings of every description. Also—Ladies' Shoes of all kinds. mar28

SELIM FRANKLIN & CO.,

AUCTIONEERS AND LAND AGENTS,

Yates street, Victoria.

TOWN LOTS in Victoria and Esquimalt, and Farming Lands disposed of at public and private sale. Surveys, Plans, Deeds, Mortgages, and Agreements prepared by competent parties attached to the office.

Merchandize Household Furniture, etc., disposed of. Advances made on Consignments. Gold Dust Purchased. mar28

NOTICE.

AS we are about closing our business in New Westminster, parties interested will please address all communications intended for us to our house of Reinhart, Mayer & Co., Victoria, V. I.

MAYER, REINHART & CO.

New Westminster, March 28th, 1861. 1m.

ERNEST PEICHT.

BREWER,

COLUMBIA-STREET, NEW WESTMINSTER.

NEW WESTMINSTER BAKERY AND GENERAL PROVISION STORE.

THE SUBSCRIBER, in opening out his new premises would inform his customers and the public generally that he will keep constantly on hand, in addition to all kinds of Bread, Biscuit, and Pies, a large and complete stock of Family Groceries and Provisions, which he is prepared to sell very low. Also has on hand a large stock of the best Olympia and other brands of Flour, which he is prepared to wholesale as low as the same article can be imported.

N. B.—A number of first-class stores to let upon very reasonable terms to respectable parties.

PHILIP HICK.

Corner Columbia-st. and Lytton-square, New Westminster. feb13-tc

S. E. CRAIN, M. D.,

Columbia-street, New Westminster, B. C.,

Importer of and Wholesale and Retail dealer in

DRUGS, MEDICINES, AND PERFUMERY,

ENGLISH, FRENCH, AND GERMAN CHEMICALS.

All genuine and valuable

PATENT MEDICINES,

FAMILY MEDICINES,

Direct from the manufactures, and which he will agree to supply to the trade at VICTORIA PRICES, In quantities to suit at all times, with a light cost o importation added.

—ALSO—

in full supply, a large and select stock

DRUGGISTS' ARTICLES

Fancy Goods, Perfumery, Combs, Brushes, Soap, Pomado, Hair Oils, Hair Dyes, Tablets, Hand Mirrors, Card Cases, etc., etc.,

All of which he will sell at

PRICES NEVER BEFORE OFFERED IN THIS MARKET.

NEW BOOT AND SHOE SHOP.

MARY-STREET, OPPOSITE THE TREASURY

☞ Boots and Shoes made and repaired.

W. WOODMAN.

New Westminster Feb. 1861. fy 12-1m.

RETREAT—NORTH CAMP.

FRED HOWSON & J. HILLIARD beg to return their sincere thanks to their old friends and travelling public for the patronage hitherto bestowed on them. Their saloon has been fitted up in a neat and comfortable manner, the best wines, ales, liquors, and cigars always on hand. fe21-1m

TO LEASE—Lots suitable for business purposes.

J. A. R. HOMER

PIONEER SALOON.

MR. J. T. SCOTT has the pleasure of informing his old friends and the traveling public that he is still to be found at the old stand, corner of Lytton-square, where the thirsty are invited to call and try a sample of his Wines, Ales, and Liquors, which he flatters himself are as good as can be produced in the colony.

FOR SALE.

5 casks Claret,
5 " White Wine,

Genuine and of good quality.

fe13-1m WILLIAM H. WOODCOCK.

ALWAYS ON HAND,

AT THE ORO HOTEL AND RESTAURANT,

COLUMBIA-STREET, NEW WESTMINSTER,

(opposite the Liverpool Wharf.)

Board per week - -	$6 00
Board and Lodging,	$8, $10, $11
Board per day, - -	$1 25
Meals at all hours, - -	50 cents.

mh14-3m W. R. LEWIS.

BLIZZARD!

FRANK G. RICHARDS informs his old friends and the public generally that he has just opened the above superb saloon, on the Liverpool Wharf, New Westminster, where those who favor him with a call will find a stock of the choicest

WINES, LIQUORS, & CIGARS.

Also one of the best BILLIARD SALOONS on the coast.

New Westminster, March 21st, 1861. 1m

PIONEER FRUIT STORE.

SOKOLOSKY & LEWIN beg leave to inform the public that they keep constantly on hand a large assortment of Oregon fruits, confectionaries, cigars, tobaccos, pipes, toys, Yankee notions, &c.

Also,—a complete assortment of Family Groceries.

N. B.—They are prepared to wholesale cigars and tobaccos, to which they call the attentionof the up-river trade. feb14-1m

THOMAS PATTRICK, & CO.,

Importers and Dealers in

WINES AND LIQUORS,

corner of Government and Johnson-streets,

VICTORIA, V. mh7-tc

RAMAGE,

WATCHMAKER, JEWELLER, ETC.,

Columbia-street, New Westminster.

A select assortment of fine English gold and silver Watches, from the best makers, always on hand.

Native gold-manufactured into rings, etc., on the shortest notice.

Watchwork carefully attended to with dispatch.

J. A. WEBSTER,

HAS JUST RECEIVED, and will receive by every steamer, a large and varied assortment of

ENGLISH AND AMERICAN DRY GOODS,

consisting of

English Domestic Goods, English Dress Goods, Hosiery and Gloves, Woollen and Merino Under Garments, Plaids, Scarfs, and Mufflers,
Gent's Furnishing Goods,
Handkerchiefs,
English Baltic Shirts (assorted colors),
Towels and Towelling,
Haberdashery,
&c., &c., &c.

A splendid lot of

CLOTHING,

MADE IN THE LATEST LONDON AND NEW YORK FASHION

comprising

Fine Black Dress Coats, Fine Black Frock Coats
Fine Black Sack Coats, Business Coats,
Raglans, Shooting Jackets,
Riding Jackets, Extra Fine Overcoats,
Extra Heavy Overcoats, Fine Black Pants,
Fine Cassimere Pants, English Doeskin Pants,
English Tweed Pants, Scotch Tweed Pants,
Plain and Sporting Vests;
Plush "
Velvet "
Satin "
Cassimere "
Tweed "

HATS AND CAPS IN GREAT VARIETY.

—ALSO—

An extensive assortment of

Fine Water-proof Calf Dress Boots, Fine Water-proof Double-soled Calf Dress Boots, English, Balmorals, English Water Tights, English Napoleon Riding Boots, English Shooting Boots, English Water-proof Leggings, India Rubber Boots and Shoes, Good English Mining Boots, Heavy Napoleon Nailed Boots, Heavy English Kip Boots.

A full assortment of

LADIES' BOOTS AND GAITERS,

among which will be found

Ladies' English Prunella Gaiters.
" English Double Sole Calf Gaiters,
" " Kid Gaiters,
" " Dancing Slippers,
" Leather and Carpet Slippers,
" India Rubber Over Shoes;

—ALSO—

Children's English Balmorals,
" " Kip Boots,
" " Anklets,
" " Bootees.

☞ Please call and examine.

J. A. WEBSTER,

Columbia-street, New Westminster.

dec22-1m

LUMBER.

CONSTANTLY on hand in the New Westminster Lumber Yard a large assortment of

ROUGH AND DRESSED LUMBER,

—ALSO—

DOORS AND WINDOWS OF ALL SIZES.

Bills of Lumber cut on the shortest notice, and orders from the interior promptly attended to.

J. A. R. HOMER.

New Westminster, Feb. 12th 1861.

WEBSTER & CO.,

YATES STREET, VICTORIA,

WHOLESALE and RETAIL Dealers in Boots and Shoes, Leather, and Findings of every description.

Also—Ladies' Shoes of all kinds. mh17-3m

COALS! COALS!! COALS!!!

DIRECT FROM NANAIMO in any quantity to suit purchasers. For Sale by

J. T. SCOTT,

a11-tc Pioneer Wharf.

BALLOU'S EXPRESS,

CONNECTING WELLS, FARGO, & CO. AT VICTORIA;

CONVEYS letters, parcels, packages, and treasure
To all points on Fraser River and the Lakes;
To Shimilkameen and Rock Creek, weekly;
To Alexander, Quesnelle River, and Cariboo;
Does a General Commission Business;
Makes Collections;
Makes advances on Merchandise;
Makes advances for Duties. (limited time);
INSURES TREASURE;
Will Forward or Store in Bond all kinds of merchandise—act as General Agent for Shippers,
&c., &c., &c.
Office on Liverpool-street, New Westminster, and with Wells, Fargo, & Co., Victoria.

GEORGE FRYE, Agent,

New Westminster.

TEAMING.

ORDERS left at my store will receive prompt attention. Charges moderate.

J. HERKIMER.

THE UNDERSIGNED will constantly be supplied with all kinds of Liquors, Wines, Brandies, Cordials, Bitters, &c., &c., &c., in bulk and case, which will be sold at reasonable prices.

☞ All articles sold will be as represented.

fe13-2m WILLIAM H. WOODCOCK.

SEED WHEAT.

THOMAS PATTRICK, & Co., have some choice lots of Seed Wheat on hand from Australia, Mexico, the Meditterranean, and Van Dieman's Land.

Farmers are invited to inspect samples.

For Sale by

THOMAS PATTRICK & Co.,

Corner Government and Johnson streets, Victoria.

m21-1m

FOR SALE.

50 cases Old Tom Gin,
20 " Sachem Bitters,
20 baskets Champaigne—E. Cliquot.

feb13-1m WILLIAM H. WOODCOCK.

FOR SALE AND TO ARRIVE.

200 bbls. Flour—Tumwater Mills, Olympia.

feb13-2w WILLIAM H. WOODCOCK.

VALENTINE HALL,

CONVEYANCER, LAND AND GENERAL AGENT.

OFFICE—COLUMBIA-STREET,

New Westminster, B. C.

LANGLEY BRO'S

IMPORTING DRUGGISTS,

Yates-street, Victoria,

are constantly receiving

Drugs and Chemicals,
Patent Medicines,
Surgical Instruments,
Paints and Oils,
Window Glass, &c., &c., &c.

—ALSO—

Just received a large assortment of reliable Garden, Field, and Flower Seeds, which they offer at moderate prices. mar1-tc

SETH T. TILLEY,

BOOKSELLER AND STATIONER,

COLUMBIA-STREET, NEW WESTMINSTER.

HAS on hand, and is receiving by every steamer, an assortment of

ENGLISH AND AMERICAN NOVELS,

Bound books of Poetry, Fiction, and Standard works, a large assortment of Bibles, Wesleyan Hymn Books, and English Prayer Books.

ALSO,

a large assortment of Blank cards, Visiting cards and printer's blank foolscap, Letterpaper of all descriptions, Note paper of every size and quality, a great variety of Blank Books, Memorandums, Pass and cargo books and diaries for 1861, and almost every article in the Book and Stationery line. The latest Newspapers of the day are received from England and United States. They can also be obtained from almost any part of the world if required.

Arrangements are also made to get papers from Canada and other Eastern provinces by every mail. Any periodical published in Great Britain or America can be had by leaving an order at the Book store of

SETH T. TILLEY.

New Westminster, Feb. 12th 1861. 1m

FOR SALE BY THE UNDERSIGNED

AT THE STORE OF A. R. GREEN, near the Steam Navigation Company's Wharf, West end of New Westminster, the following English goods, viz:—

Blankets, white, red, and blue.
Strouds, red, and Green.
Blue List Cloth.
Linsey-Woollens.
Drillings, stout Norway:
Coats, Oxonian, Paletots, and Reefing Jackets.
Shirts, fine striped.
Resist Shawls.
Ankle Boots, stout.
India Rubber Goods, an assortment, including Air Beds.
Hardware, a few articles.
Tea, Imperial and Oolong:
Whisky, Islay, Glenlivet, Campleton, and Old Irish malt, in cases of one dozen each.
Brandy, Hennessy, Martell, Bellamy, and Ginger, in cases of one dozen each.
Rum, Jamaica, in casks and cases 1 doz. each.
Geneva, do do do
Old Tom, Swaine, Boord & Co., do do
Port Wine, Sandeman's, do do
Sherry, in casks, do do
Porter, London, pints, do 4 doz. each.
Porter, London Stout, in quarts, do
Jams, in cases of 2 dozen each.
Pie Fruits, in cases of 3 dozen each.

—ALSO—

Oil, for machinery and burning.
Tobacco, Twist, Cronoko, and Flag.
Corn Meal, in bbls.
Biscuit, &c., &c.

W. E. CORMACK.

VICTORIA-PRICES CURRENT AND SHIPPING LIST.

PUBLISHED every fortnight in time for the California Mail Steamer. The prices Current contains the correct and authentic rates and prices of all descriptions of articles in the Victoria market, as well as reliable reports of the state of trade, shipping, &c. It is as invaluable as an index and commercial authority to every merchant and tradesman as it is a desirable medium for advertising. Printed for A. F. MAIN at the office of the V. I. *Gazette*, Victoria.

SUTTON & HELMERING,

IMPORTERS AND DEALERS IN

WINES, LIQUORS, ALES, AND SEGARS.

The best Wines and Liquors are constantly kept, and the Billiard Tables are unsurpassed in this colony.

Fort Hope, March 21, 1861. tc

JONAS G. CLARK & CO.,

IMPORTERS AND MANUFACTURERS OF

FURNITURE AND BEDDING,

of every description,

128, Washington street, San Francisco.

49 and 51, Fourth street, between J. and K streets, Sacramento.

Hunter street, between Main and Levee, Stockton.

And First street, San Jose. je20-3m

ON SALE BY THE UNDERSIGNED.

Mountain Dew Whiskey, in cases of 1 doz. each
Sir R. Barnett's Old Tom Gin
China Sugar, No. 1
Black Tea, via London
Clothing, Scotch made, in suits, &c.
List cloth and Strouds
Corned Beef, in bbls. of 200 lbs
Timothy Hay, &c., &c.

W. E. CORMACK,

feb13-tc Opposite the Custom House.

JOB PRINTING,

of every description,

COMPRISING

Books, Bill Heads,
Pamphlets, Circulars,
Cards, Posters,
Handbills, Labels,
&c., &c., &c.,

Executed at the most moderate charges, in the neatest manner, and with the utmost dispatch,

at the Office of the

BRITISH COLUMBIAN.

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